

## Hawaiian Gazette.

SEMI-WEEKLY.

ISSUED TUESDAYS AND FRIDAYS

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## SANITARY MATTERS.

The admirable address delivered before the Social Science Society by Dr. Day should be read by all. It is a plain and correct statement of our sanitary condition. It shows a rather discreditable lack of energy and forethought in the community, that it has permitted such obvious unsanitary conditions to exist.

The establishment of the new sewage system will partially improve the conditions, but much more than that system is needed. There are many breeding places of disease in and near the city, and these should be removed as quickly as possible.

When a man kills another, he is hunted down and hung.

But we seem to have a kindly feeling for the wicked microbes that slowly kill us. In this, we resemble the Italian communities who permit the brigands to live in the neighborhood, and rob them. If you ask these people why they suffer such wrongs, they reply, "It is God's will."

When we suffer from sickness, and even death, by reason of these bad sanitary conditions, the eloquent preacher tells us that, "It is the discipline of sorrow that builds up character," and the listeners say, "Amen," and are comforted. But the Wise Man says, it is not the discipline of sorrow, but the punishment of voluntary ignorance that sorely afflicts. The discipline that moulds character is in knowing something and doing something.

Dr. Day gives us knowledge. What will we do about it?

## QUEENSLAND AND HAWAII.

The Premier of Queensland, Hon. J. R. Dickson, in his recent address to the electors, insists that there should be more immigration of persons from the agricultural classes of Great Britain, but that only suitable persons should be encouraged to enter the colony. He says that although the colony needs laborers he desires to speak with no "uncertain sound" against the importation of alien labor. He also says that he intends to propose to the Imperial government any measures of restriction or exclusion which may be necessary, in order to reserve Queensland to the British white men. He says that he has secured from the Japanese government preferential treatment of the Queensland sugars in the Japanese market, and he believes friendly relations with Japan may be safely established and maintained without the necessity for admitting their laborers and artisans into our community.

This is rather significant language, and may be studied to advantage by our people.

Queensland is a tropical country. The British are making there the largest and the most exhaustive experiments of the fitness and capacity of the white man to live in the tropics; not only to live in the tropics, but to thrive, advance, and keep abreast of the men of the temperate zones. In order to make a successful experiment they have placed the British farmer on the soil, because there can be no permanent success of British institutions in the tropics unless they are maintained by the men who till the ground. There may be admirable government over the people of the tropics, as there is in India, but there cannot be self government unless the mass of the people know how to govern themselves and the mass of the people are the tillers of the soil.

The British in Queensland have not been shouting for the flag and then asking the "heathen" to immigrate and hold it up. They have insisted that it should be held by British hands.

On one of the sugar plantations of Queensland, which yielded 90,000 tons of sugar last year, there are 950 men, women and children from Great Britain now living and working, while the number of aliens, that is, Kanakas and Japanese, on the place is only four hundred and fifty. Eighty-two small farms that supply the mills are personally cultivated by Englishmen.

It appears, therefore, that tropical Queensland has, on one of the sugar plantations, about one-third as many men, women and children as there were American men, women and children in all of these islands at the time the census of 1890 was taken. This instance illustrates what can be done by men who are really sincere in their intention. Queensland does employ the Asiatics and aliens, but they become less important every year as the sources of a labor supply. The British in Australia know that the white man can thrive as a laborer in the tropics

as well as in the temperate regions, and they have already proved it.

While the American appears to have utterly failed so far in the establishment of the American laborer on the soil of these islands, and must acknowledge with humiliation that the British in Queensland have made a signal triumph in their experiments with the white men in the tropics, there are reasons for the failure. The Americans in these islands did not until 1893, control the Monarchy and probably could not enforce any distinctively American policy regarding immigration. When they asked the political power, the laboring class was overwhelmingly Asiatic, and it could not be changed for an American class without a sacrifice of interests, a sacrifice occasionally exhibited in the "lives of heroes," and of philanthropists, but quite rare in the average life of a community. A change of the labor system could only be made by heroic treatment, and that was impracticable as the world goes.

If the government, after '93, had not only grasped the situation, but had made a final stand in favor of American settlement, and had bent its energies to secure it, the system might possibly have been changed. It did not. Perhaps it could not.

There remains now the fact that the British have placed beyond doubt, in the tropical land of Queensland, the success of the Anglo-Saxon laborer in the tropics, while we, Americans, point to our churches, to the Orphanum, and our saloons, with thirty thousand Asiatics feeding us daily, and proudly exclaim, "this is American civilization." At the same time, the evolution is logical, and he who quarrels with the situation, may be only biting the file of a Divine dispensation in the interests of a greater civilization.

## THE HARBOR CASE.

The decision of the Supreme Court in the case of the Government against the Oahu Railway Company, is an affirmation here of the rule laid down by the Supreme Court of the United States in the suit involving the water front of the city of Chicago. Up to the time of that decision there was a difference of opinion among lawyers and judges, regarding the power of a Legislative body to grant a right of exclusive use of any part of the navigable waters to an individual or corporation. It was conceded that the owners of land adjoining navigable waters had the right to reach and use those waters, but how far the State could alienate any of the land beneath these waters had never been clearly defined. The value of the submerged land in the Chicago case was about \$100,000,000. The decision of the case involved a larger sum of money than any case ever brought before the court. The judges were not unanimous in their decision. But a majority of them held that the navigable waters could not be alienated to the exclusive use of individuals, and that the State, as trustee for the people, could not grant absolute control of the submerged lands to any one, and therefore no quasi public corporation could be empowered to condemn such lands.

This rule has been followed by our Supreme Court. At the same time there is nothing in the decision of the Supreme Court of the United States, or in the decision of our own court, which forbids the government to grant the right to the Oahu Land and Railway Company of building wharves and piers sufficient for the purposes of its business as a common carrier. It is probably for the interests of the city itself that it should be done in a generous manner.

One need not be an expert to see that on the opening of the Pearl harbor channel, there will probably be a gradual revolution in the commercial situation of Honolulu, in a short time, if the Railway Company is forced to make its sea connections at that harbor. The large amount of room there will attract large ships. If wharves and warehouses are built, and offer better facilities than can be obtained in Honolulu harbor, the shipping will concentrate there. A double track or an air line, with rapid and cheap transit for only eight miles will practically make Pearl harbor a suburb of Honolulu. The cost of transportation of freight and passengers to this city will hardly be greater than from any point in Honolulu harbor, if the business is properly organized.

The freight and business of the great plantations at Ewa and beyond will naturally centre at Pearl harbor. Great vessels must have abundance of sea room, and they will find it there. The growth of the great sugar plantations on this island will tend strongly to build up settlements around Pearl harbor. In addition to this, the construction of a national dockyard will require the establishment of retail trade.

It is therefore important that not only the facilities of Honolulu harbor be increased at once, but that the Railway Company should not be forced to look elsewhere for its commercial terminus. That company cannot obtain

by right of eminent domain exclusive advantages in our harbor. But it can obtain the best facilities elsewhere. If it does, whether it will be done with disadvantages to this city, remains to be seen.

## THE PACIFIC CABLE.

Jas. A. Strymmer, the president of the Pacific Cable Company, and a recent visitor in these islands, declares in a printed interview that if Congress had passed the bill providing for a cable in the Pacific, it would have aided the English monopoly of telegraph lines in the Orient.

Neither the Australian nor the Japanese Governments will permit the United States to land a cable in their respective territories, because it would have to be operated according to the local laws. An independent power would not be allowed to manage its cables in its own way. Nor would the United States submit to rules which would hamper the operations of its own officials. A private corporation would submit to the jurisdiction of the countries in which it landed its cable. All of the cables in the Far East are now owned by companies who hold exclusive rights. The United States, if it laid cables to the Orient, would be forced to make arrangements with these companies, which would subject the United States to the jurisdiction of foreign courts. Such arrangements would become embarrassing. On the other hand, an American company could make connections with the monopolies that would not embarrass the Government. For this reason the failure to pass the bill was fortunate. Mr. Strymmer says that a single cable to Japan, Australia, and the Philippines, via Hawaii, would cost \$12,000,000. But it could not safely do business without a duplicate cable, and the total cost would be at least \$26,000,000. In addition to this there will be the cost of cable steamers, spare cable, material and of stations requiring \$1,400,000 more.

Congress proposed to appropriate only \$2,500,000 for the Pacific cable. This small sum would have been insufficient to make the necessary connections and secure an efficient service.

## A CRAZY STOCK MARKET.

In order to preserve a record of the vents of these days that will perhaps interest posterity, it must be said that there is a craze in the speculations over the sugar stocks. The transactions reported in the news columns indicate the prices, and to some extent the number of shares of stock sold. The merits of the plans of organization of the new sugar corporations are not now discussed. There is some food for serious reflection about the correctness of the data on which several of them have been formed. The most important data is, of course, the uncertain political data, which is of a rather shifting character.

Aside from this, it must be said that the community is at a white speculative heat. The business men, the professional men, the clerks, the mechanics, the hack men, the women, are operating for a "rise." The situation is natural and logical. It exists because it must exist. It cannot be checked any more than a prairie fire can be stopped with watering pots. The causes which create it are precisely the same causes which create booms in other places. Individuals do not create these causes. They arise from the operation of economic laws, and the irrepressible desire of all to get rich.

There is a natural level in the profits of commerce, just as there is a natural level in water. Certain causes push the profits and conditions of commerce above their natural level, just as water is forced up above the natural level. But other causes are also at work, and in the end bring both to their natural level. But few indeed, during a speculative craze, have any inclination to study economic laws that regulate these matters.

The majority of men believe in "luck," though they cannot define it. The good luck of one stimulates others to try their luck. The luck of one man in drawing a large prize in the lottery, stimulates a thousand other men to buy tickets.

The interesting question is, how long will this wild speculative fever last. If it is confined to the people of this small community it will not last long. The moment those who operating believe that prices are high enough, then purchasing stops, and the reaction begins. It is a matter of belief and not a fact. This belief is wholly capricious. On a reacting or declining market, the public instantly loses courage and is troubled with panic. There may be no good reason for going so, but it does. Then the "lame ducks," who flew high in the air, appear in large flocks with broken wings.

Business men as well as moralists, speak of this business as demoralizing. Whether it is or is not, the men who are hoping for good luck have no time to discuss principles, and trust to their capacity to reach cover before the typhoon of a panic strikes them.

## THE STOCK MARKET.

Aside from the transactions which involve the transfer of large interests in plantations to non-resident capitalists, the local and small stock market shows a strong speculative spirit. It has reached that condition in which the value of the properties becomes a secondary affair. No doubt that there are some purchases for investment, in the local market, but the large majority of dealings are now made for a "turn," for a profit without special regard to the intrinsic merit of the stocks. The merits are not entirely ignored, but the temper and disposition of purchasers has more to do with the making of an immediate profit than the real value of the stock. This is a phase of stock speculating which is apparent on every stock exchange.

Indeed, it may be said that the majority of stocks dealt in, on the stock exchanges of the world, are bought and sold mainly on what the public does believe and can be made to believe.

The old veterans of the stock exchanges always look, in the first instance, to the human side of the stock market. They know that a really valuable stock will not command a fair price if the public is not in a buying mood. They know too, that if the public is in a buying mood, any stock can be sold, and often the most worthless, such as are known on the exchanges as "cats and dogs," become the favorites. The favorite American stock, for speculative purposes, on the London and New York exchanges, is "Erie Railway." It has paid two small dividends within forty years, but its price rises and falls with the general market, wholly irrespective of its merits. Intrinsically, it is practically worthless. At the same time, capitalists will loan money upon it, with a narrower margin than upon many dividend paying stocks. The history of this and other stocks, shows that the largest part of the dealings on the exchanges are based on the theory that if one purchases a stock some one else will soon buy it "on the rise." There is little occasion for considering the merits of an article, when its rise in price is entirely controlled by the temperament of the public. One of the oldest and most successful stock operators said that he rarely looked at the reports made about railway properties. He confined his attention to feeling the pulse of the public. Whenever he felt a quickening of the speculative pulse, he bought for a rise, without regard to merits, and as a rule made large profits. The public, composed mainly of "lambes," has no mind of its own, and speculates on rumors. It has no patience for the examination of values. When the rise in prices, as well started, the speculative moment depends upon the certainty with which, as all experience shows, the public, that is, the "lambes," will enter the market. As the old operators think more rapidly than the public does, it happens that the public begins to buy on a large scale, and create high prices at the moment the old operator abandons the market.

This course of speculation is now apparent here, though it is on a small scale. It concerns mainly the small dealings, because the larger transactions are made in private. The business, when analysed, takes notice of the merits of the stock incidentally. Its main object is not to wait for dividends, but to sell to a purchaser on the rise. It is in this that the gambling spirit shows itself. As few men care to work for money if they can get it without work, it is a vain and idle business to preach against stock gambling, just as it was an idle business two years ago to preach against expeditions to the Klondike.

The conditions for speculation here are most favorable at present. So they have been at certain times, in every speculative movement during the last century. But there has always been but one result of these movements, a final collapse due to some cause known or unknown. And the bleating of the shorn lambs follows as a matter of course.

Here, as elsewhere, the timid, the suspicious, the conservative, will hesitate at first to play with the fire of speculation. In the end, after the bold and perhaps reckless have raked the good chestnuts out of the fire, the timid mass will reach out its fingers in search of chestnuts, and of course will get its fingers burnt.

## END OF A GOOD LIFE.

On the 18th of March Prof. O. C. Marsh, professor of paleontology in the Yale University, died of pneumonia.

His life was that of a young man, who left a clerkship in a mercantile house, at a time when young men usually feel that it is too late to get an education, and prepared himself for college at Andover, Mass., entered Yale and graduated in 1860, and from that time devoted himself to the study of paleontology, and became one of the most distinguished scientists of the world.

He received at his graduation a large fortune from his uncle, the late mil-

## Almost Blind

**Scrofula Affects the Eyes—Little Boy Treated by an Oculist With-out Relief—But Now He is Well.**  
"When my little boy was three months old his eyes became very sore and he was almost blind. I took him to an oculist who treated him for six months, and left him as bad as he was at the beginning. Finally Hood's Sarsaparilla was recommended and I began giving it to him. In less than three weeks he was able to go into the sun without covering his eyes, and today his eyes are perfectly well, and his ears and nose, which were badly affected, are also well. Hood's Sarsaparilla has certainly done wonders for my boy." Mrs. JAMES H. PAINTER, Amador, California. Remember

**Hood's Sarsaparilla** is the One True Blood Purifier. All druggists, \$1.50 for \$5. Get Hood's Pills are the only pills to take with Hood's Sarsaparilla.

lionaire philanthropist of London, George Peabody. Instead of becoming an idler, a man of fashion as the large majority of rich young men become, he determined to increase the sum of human knowledge, and he used his wealth lavishly for that purpose. He fitted out, year after year at his own expense, expeditions for the exploration of the unknown parts of the Continent. He discovered many fossils of animals which were of the highest importance in the study of animal life in past ages. His general collection was said by Prof. Huxley to be the greatest of the kind in the world. His ethnological collection was also said to be the finest in America. He learned through his Hawaiian born associates in college, that the skeletons of ancient Hawaiians could be found buried in the sands on the windward side of the island of Oahu, and he finally secured a collection of them which he declared, in later years, to be remarkable in the size of their bones and their skulls. Through his influence, the Peabody Museum was founded in New Haven by his uncle, George Peabody, and he became its curator.

While making his researches in the Rocky Mountains he became much interested in the Indians, and in 1875, his fierce attacks upon the frauds of the Indian bureau resulted in the improvement of their condition. The man of science incidentally contributed in this way more to the cause of humanity than millions of men who knew nothing of science or humanity.

He was once asked by an idle and rich young man, "What's the use of your collection in fossils?" He replied, "If a yellow dog could speak English that is just the question he would ask." Devoted as he was to his great work, his reputation as a genial scientist commanded the hospitality of the rich, the educated, the fashionable, the learned in all countries. He carried no letters of introduction, for he did not need them. The doors of the aristocracy in England and Europe were open to him. He was a guest that was always wanted at elaborate dinner parties in the eastern cities. He illustrated in his life, the great advantage which a man of knowledge, common sense, and humor has over a rich man in social life, who can only jingle gold coin in his pockets.

He believed that all accurate knowledge of the history of man and animals had an ethical side to it. The wonderful and complicated structure of earth, and the life upon it, he believed, taught men that there was a vast spiritual power in the universe which those ignorant of the life upon the earth could not appreciate. He believed that truth was one, whether it was spiritual or physical, because so far as he could see, they had one common origin.

**MCKINLEY'S PHILIPPINE POLICY.**  
The President awaiting the Schurman Commission's Report.

THOMASVILLE, Ga., March 24.—The Administration will not decide upon its permanent policy respecting the Philippines until the Schurman Commission reports. It feels that its present knowledge is too indefinite as a basis for a fixed policy.

Moreover, an immediate decision is felt to be needless since for the present the only problem is the restoration of law and order and the establishment of stable peaceful conditions. This and the appointment of a diplomatic representative at Madrid are two of the most important matters remaining open. The Madrid mission probably will be raised to an embassy soon after the payment of the \$20,000,000 indemnity and a man of the highest qualifications and attainments chosen for this delicate and important post. Gen. Woodford may not be the new envoy, owing to the fact that New York already has such an undue proportion of the highest diplomatic appointments.

At a special meeting of the Waverley club Saturday evening it was decided to hold the postponed annual meeting of 1898 and the first quarterly meeting of 1899 on Saturday evening, the 15th inst. Amendments to the constitution will be acted upon.

## THE ELEELE ROAD

Arrangements About Completed for New Electric Road.

NAS MANY ADVANTAGES

E. T. Dreier, in Charge of the Project—All the Material Now on the Ground—To be Started Soon.

E. T. Dreier, son of Manager Dreier of Eleele plantation, is in the city on a business trip, having for its object further electrical improvements for Eleele, of which he is the electrician.

Mr. Dreier spent some time in Germany perfecting his studies in this line and the advanced work on the plantation has either been under his direct supervision or the work of his hands, while many of the best ideas are strictly his own.

The most notable work that has been accomplished up to the present time is the inauguration and completion of the first section of the new electric plantation railway. This section is but one quarter of a mile in length, but sufficiently long to practically demonstrate that the scheme was a complete success.

The first car was run over the line last Friday afternoon with Manager Dreier in person handling the levers, thus giving him the distinction of being the first person to run an electric car in Hawaii.

The trial was a complete success and the management were more than pleased at the result, for, no matter how well satisfied they were as to the correctness of the idea, there was nothing like seeing the line in actual operation to prove their theories.

With the dynamo showing but 350 volts of 60 amperes the motor car was run up and down a 4 per cent grade without the least difficulty. The dynamo has a capacity, however, of 550 volts of 90 amperes, which is more than they anticipate needing, as 550 volts of 50 amperes is considered ample to haul six 3-ton cars over 4 per cent grades, which is as high as they are obliged to go.

One of the strong points made in favor of the electrical road for the plantations is the lessened liability of fire. It is only a few days since a neighboring plantation had a blaze started from the plantation locomotive. The blaze was instantly extinguished, to be sure, and without its doing any damage, but it shows what might easily happen on any of the plantations. This danger is entirely obviated by the use of the electric motor.

Another item worthy of mention and one which will recommend itself to all the economical managers is the cheapness of operation. In this particular case the dynamo is operated directly from the main engine in the mill and this engine is fired entirely by the cane refuse, thus practically disposing of the expense of fuel. The only running expense figured on is cost of motorman and necessary repairs, and there appears no reason why the last item should not be very much less than with a steam railway.

Mr. E. T. Dreier kept close watch of all the construction work on the line and personally did all of the real electrical work. He justly feels proud of the showing made, to the success of which he has so greatly contributed.

All of the material to complete two miles of road is now on the ground and the extension will be pushed to completion without delay.

The switch-board and dynamo came from Chicago, the frame work of the motor car from the Baldwin Locomotive Works and the motor proper from the Westinghouse Co., the orders having been placed through the Hawaiian Electric Co.

Mr. Dreier has other improvements of importance well under way, one of the most important of which is a method of running the centrifugals by electricity, thus doing away with all the overhead belts. He has already applied for letters patent on this idea, which he expects to have in full operation in a short time.

A demonstration of the success of the electric plantation railroad, which now seems fully assured at Eleele, will have a tendency to revolutionize plantation methods of transportation.

## Pleasant Surprise.

The announcement of the engagement of Miss Clara Dekum, of Portland, Oregon, to Mr. J. R. Myers, of Lihue, Kauai, came as a very pleasant surprise to the many friends of the lady in Honolulu, even though some of them were aware that Mr. Myers had lately made a visit to Portland.

Miss Dekum will be welcomed back to the Islands with open arms, whether she comes as Miss Dekum or as Mrs. Myers, as during her visit to her brother here last year, she endeared herself to a large circle who were very sorry to see her leave.

## FOR SALE.

ONE CORLISS ENGINE, 14x30 in., in first class condition—to be sold at a bargain. For particulars apply to THEO. H. DAVIES & CO., Ltd., Honolulu.